GM&O Places Orders For 600 Freight Cars; To Cost More Than $5,000,000

Placement of orders for the purchase of 600 freight cars at a cost of more than $5,000,000 was announced today by the Gulf, Mobile and Ohio Railroad.

Vice President H. E. Warren said that Pullman Standard Car Manufacturing Company of Birmingham, Alabama, would build 250 box cars for this railroad and that 100 covered hopper cars will be constructed by the Greenville Steel Car Company of Greenville, Pa. The remaining 250 cars to be added to GM&O’s fleet are wood rack cars. The cast steel underframes are being purchased, Mr. Warren said, from the General Steel Castings Corp. of St. Louis, and the assembling work is to be done in GM&O Shops.

“These purchases,” said the rail executive, “will represent a capital investment expenditure of well over $5,000,000, and it is hoped that construction will get under way early next year.”

Specifications, Mr. Warren said are:
1. Box cars 50-ton capacity, 56” long with 9” doors for loading with material handling equipment.
2. Covered hopper cars 70-ton, 2,838 cu. ft. minimum capacity to augment the supply of cars now being used by GM&O for transporting dry bulk commodities.
3. Wood rack cars 50-ton capacity, to further increase GM&O’s ownership of equipment to haul pulpwood to the expanding paper industry in the South.

Industrial V.P. Named To U. S. Chamber Committee

GM&O Vice President T. T. Martin, Industrial Relations, was recently appointed to serve for the coming year as a member of the Manufacture and Industrial Development Committee of the Chamber of Commerce of the United States. Announcement of his appointment was made on August 31 by the national organization.

Composed of representatives of a cross section of large and small American industry, the Committee expresses the manufacturer viewpoint in the development of Chamber policies and programs and helps foster industrial development programs throughout the nation.

The Committee is headed by Roy C. Ingersoll, Chairman of the Board, Borg-Warner Corporation, Chicago.

Mr. Martin has been associated with Industrial Development in the seven-state territory of GM&O since 1928.

St. Louis Railroads Exhibit At Mid-America Jubilee

More than 70,000 people swarmed through the gates of the St. Louis exposition, Mid-America Jubilee, when the 30-day industrial and agricultural presentation opened on the Mississippi riverfront in St. Louis last weekend.

Attracting a great deal of attention at the exposition is the “Rail Center,” a display planned and sponsored by the railroads of St. Louis, and containing models and pictures of trains of each line. GM&O is one of the participants of the “Center.”

Conceived to reflect all elements of Mid-America, dramatizing the economic-social inter-dependence of rural and urban populations of the region, the Jubilee is proposed as an annual event, the 1956 exposition being the initial one.

More than a hundred industrial, agricultural, government, civic and armed force exhibits are displayed on the 37½ acre tract.

The railroads of St. Louis are jointly underwriting the largest exhibit in the Exposition’s transportation building, which covers 2200 square feet. The exhibit features a robot “talking man,” who answers questions (by remote control) put to him concerning railroading. The talking robot also gets in his share of “commercials,” pointing up the importance of railroads to the city and the nation. A facsimile of a caboose is at the rear of the exhibit, and an elaborate miniature train layout operates continuously in the center.

At 8:30 p.m. daily, a 350 member cast presents a spectacle show, “Heartland USA,” starring John Beal and Marlys Watters, and projecting through popular entertainment the accomplishments and aspirations of the St. Louis area.

A gay and festive amusement area provides fun-provoking attractions, primarily for the delight of the small fry. A Special Events calendar has been ar-
GM&O Road Foreman Of Engines Ellis Retires

On August 31, Road Foreman of Engines B. J. Ellis climbed down from the cab of a diesel, lit his ever-present cigar, and remarked: "I hate mighty bad to look at one of those engines and leave, but I never look back."

Mr. Ellis was entering a long-anticipated retirement, after almost forty-five years with this Company.

Beginning his railroad career with the former M&KC in 1912, the retiring road foreman of engines worked as a hostler and fireman until 1923, when he was promoted to engineer. He remembers when "Old Colonel Owen was top man" and later when the present management struggled to preserve the then young GM&N under the leadership of the late Mr. Tignett. ("They don’t come in droves like that man.")

In 1940 he was promoted to stoker instructor, and in 1946 received his present appointment of road foreman of engines. "This," he said, "carried me over the entire system, giving me contact with the former M&O as well as the Alton."

Mr. Ellis has been away from home a great deal in connection with his work, particularly during the time when GM&O was in the process of dieselization—the first major railroad to do so. "Once I attended a three months school to learn about diesels. But I loved it. All my life I’ve been enthused over machinery. To give up locomotives is like giving up my right arm."

Times, however, were sometimes stormy. The most trying experience the Alabama-bred Southerner could recall was once "when we had twelve new diesel units delivered to Glenn Yard in Chicago. The weather turned suddenly cold, with snow falling steadily. That night the temperature dropped to an unexpected and unusual twenty below zero. When we went to the Yard the next morning, the snow was so thick you couldn’t see the roundhouse, and the units were hardly recognizable as locomotives on account of the snow and ice on them. To make bad matters worse, every one was frozen up—the oil congealed in crank cases."

It took considerable patience and cooperation, Mr. Ellis recalled, on the part of locomotive company representatives, Southerners on hand, and Northern Division personnel "raised in a refrigerator" to get the twelve units moving on schedule.

During this period of change-over from steam to diesel, Ellis "rode those engines from Chicago to KC and St. Louis, ‘till, RETIREMENTS

Clerk-Caller Eugene Randolph, Jackson, Tennessee, retired on August 6, after being employed by this company since November 24, 1917.

Conductor W. F. Moss, Mobile, Alabama, retired August 31, 1956.


Section Foreman R. H. Hutte, Chun-chula, Alabama, retired on August 1, after having been a "faithful, loyal and efficient section foreman since 1904, and an employee of the Maintenance of Way Department since July 28, 1903."


Trainman-Conductor J. J. Beck, Bloomington, Illinois, retired August 30. Mr. Beck entered service as a brakeman on September 9, 1916, was promoted to freight conductor on April 7, 1927 and to passenger conductor on August 23, 1950.

Brakeman T. E. Wilder, Laurel, Mississippi, retires on August 31, 1956.

Conductor O. O. Grothman, Slater, Missouri, retired on July 2, 1956 after being in the service of this company since 1906, when he went to work as a brakeman. He was promoted to conductor on September 16, 1911.

Chief Clerk, Jules Reese Heads Toastmasters

Jules E. Reese, chief clerk to the auditor of passenger and station accounts of GM&O, Mobile, was elected September 4 president of the Mobile Toastmasters Club 226. He succeeds Bob Finch.

The new president will be installed with the other officers of the club at a meeting October 2 at the Brookley Officers Club, with Lt. Dist. Governor T. C. Adams in charge.

if I’d met you, I couldn’t have told you my name."

Although he regrets leaving the railroad, a gleam comes into Mr. Ellis’ eye when he discusses his plans for the future. In Mobile, where he and Mrs. Ellis recently purchased a new home, he plans to hunt and fish; to cultivate the rose garden and vegetable garden; and "there’s lots to be done" around his new home. "You see, the contractor left some things out, and we have plans for more planting among the 127 pines on our lot."

Ellis’ son, Ben, who lives in California, foresees no life of idleness for his father. He wrote: "You’ll probably mow the lawn until you kill the grass."

Road Foreman of Engines B. J. Ellis, Mobile, climbs out of diesel on the day of his retirement, Aug. 31. Congratulating him is Engineer J. S. Jackson, Meridian. Miss. Mr. Ellis has forty-five years with the company.
HOW DO 1956 AMENDMENTS TO RAILROAD RETIREMENT ACT AFFECT YOU?

The scale of benefits for railroad employees and their families was further liberalized on August 7, when the President signed a bill amending the Railroad Retirement Act. In general, this amendment means increases of up to 10 percent in the monthly benefits of over 400,000 of the 650,000 persons now on the Railroad Board’s monthly benefit rolls.

The changes are summarized in the following questions and answers:

1. What are the principal changes made in the Railroad Retirement Act by the 1956 amendments?
The 1956 amendments to the Railroad Retirement Act provide for increases of up to 10 percent in most retirement and many survivor benefits. This is accomplished by increasing the factors in the benefit formulas as shown in questions 3, 4, and 9 below.

2. Are all persons now on the benefit rolls due to receive an increase?
No. About two-thirds of the 650,000 persons now on the rolls will receive higher benefits as a result of the amendments. Most of these persons are retired employees whose benefits had not been increased since the 1951 amendments to the Railroad Retirement Act, even though survivor and wives’ benefits have been raised. The 1956 amendments will also give higher benefits to some 40,000 wives and 65,000 survivors.

3. Suppose an employee has 30 years of service and his average monthly compensation is $350. How will his retirement annuity be figured under the amendments?
The following formula will be applied to the employee’s average monthly compensation, and the result multiplied by his years of service:

\[
\begin{align*}
\text{3.04\% of the first } & \$60 \quad \times \quad 1.52 \quad \text{annuity} \quad \text{years} = \quad \$1.52 \\
\text{2.25\% of the next } & \$100 \quad \times \quad 2.25 \quad \text{annuity} \quad \text{years} = \quad \$2.25 \\
\text{1.52\% of the remainder (}$ & \$50 \quad \times \quad 0.76 \quad \text{annuity} \quad \text{years} = \quad \$7.60 \\
\end{align*}
\]

Total annuity = $4.36

$4.36 x 30 years = $130.80, the monthly amount of the employee’s annuity.

4. Do the amendments affect retirement annuities based on the railroad retirement minimum formula?
Yes. The amended law provides for a minimum annuity under the railroad formulas equal to the lowest of the following: (a) $75.00, (b) $4.55 times years of service, or (c) the average monthly compensation. (Under the former provision, factors (a) and (b) were $69.00 and $4.14, respectively.) This formula is used only if it will yield a higher annuity to the retiring employee who has a current connection with the railroad industry.

5. What is the maximum retirement annuity now payable to an employee under the Railroad Retirement Act?
For an employee who retired on August 1, 1956, with 30 years of service and the maximum creditable earnings ($350 for any month of creditable service before July 1954 and $350 a month thereafter), the maximum annuity is $184 a month. It is now possible for such a retired employee and his wife together to draw over $238 in monthly retirement benefits. For employees who retire after August 1, the maximum annuity will continue to go up, depending on the number of additional months after June, 1954 in which he was credited with $350 a month.

6. How do the amendments affect the benefits payable to former carrier pensioners taken over by the Board in 1927?
The benefits payable to the former carrier pensioners have been increased by a flat 10 percent. The same applies to the survivor annuities payable to widows whose husbands had elected a joint-and-survivor option.

7. To what extent are wives’ annuities increased by the amendments?
Most wives who were getting less than $54.30 will receive increases. There will be no increase in some cases where the wife’s benefit is less than $54.30 and has been figured under the social security minimum guaranty provision. The maximum will remain at $54.30.

8. How have benefits for survivors been increased?
The formula factors used to compute the basic amount on which survivor benefits are based have been raised by 10 percent. This means that all insurance lump-sum benefits for deaths after June, 1956 and all monthly survivor annuities payable under the regular railroad survivor benefit formula will be higher by 10 percent.

9. Suppose an employee’s earnings averaged $180 and that he had 20 years of service after 1936 in which he earned $200 or more in railroad and social security employment combined. How would the basic amount under the regular railroad survivor benefit formula be figured?
The new formula which would be applied to the employee’s average earnings of $180 is as follows:

\[
\begin{align*}
\text{44\% of the first } & \$75 \quad \times \quad 3.33 \quad \text{annuity} \quad \text{years} = \quad \$23.33 \\
\text{11\% of the remainder ($105}) \quad \times \quad 1.11 \quad \text{annuity} \quad \text{years} = \quad \$11.76 \\
\end{align*}
\]

\[
\begin{align*}
\text{20\% of } & \$44.55 \quad \times \quad 1.20 \quad \text{annuity} \quad \text{years} = \quad \$5.34 \\
\text{the basic amount} \quad & \text{is} \quad \$44.55 \\
\end{align*}
\]

Total basic amount = $53.46

10. How are the maximum and minimum family survivor benefits affected by the amendments?
The maximum family benefit now payable under the railroad survivor annuity formula is 2-2/3 times the basic amount up to $176; the minimum family benefit is $15.40. However, the amounts may be higher if the benefits are computed under the social security minimum guaranty provision.

11. What groups of beneficiaries will not benefit at all under the new amendments?
Those not benefitting now fall principally into three groups: (a) retired employees who are already receiving benefits, figured under the overall social security minimum provision of the Railroad Retirement Act, which are just as high as they could get under the newly amended law. (This group received the benefit of the increases provided in the 1952 and 1954 amendments to the Social Security Act.) (b) Wives of retired railroad employees who were already drawing the maximum amount of $54.30 (The maximum wife’s benefit had been raised by amendments to the Railroad Retirement Act adopted in August, 1956.) (c) Certain survivors (widows, parents, and children) who under the social security minimum are already receiving benefits at least as high as would be payable under the new Railroad Retirement Act formula. (This group also had received the benefit of increases provided by the 1952 and 1954 amendments to the Social Security Act.)

12. Is there any increase in the railroad retirement tax rate?
No. The tax rate remains the same.

13. What is the effective date of the amendments?
The amendments became effective with payments for July 1956. Because of the enormous job, however, of making all the necessary adjustments, the increases due any persons on the rolls on July 31 will first be reflected in their payments for September—that is, with the checks dated October 1.
Sixteen-Year-Old Is Volunteer Train Watcher

One day, several years ago, GM&O Conductor H. L. Hays, Jackson, Mississippi buttoned his coat and remarked to his wife: "Today I'm going to see that boy who's been waving at me so long."

Conductor Hays drove several miles into the country from Jackson and became the first GM&O railroad to be formally introduced to Jimmie Pyron, then a little boy, but now sixteen years old, and still a stanch friend of railroaders.

Jimmie was born in a comfortable country home, located on an

embankment above the GM&O right of way. "I can't remember when I first waved at a train," said Jimmie, but he can remember the first time he ever flagged one down.

It was a beautiful summer night when freight train No. 33 lumbered by. Jimmie had watched trains long enough to know something was wrong when he detected a smoking wheel. Instead of giving his customary wave to the crew, Jimmie made the sign of the hot box. "I heard him stop way down the track," said Jimmie. "I knew he had seen my sign."

Since that day, Jimmie has been a sort of volunteer train inspector, with full cooperation from trainmen. "They watch for that boy," remarked Trainmaster E. R. Sumrall.

He has, on numerous occasions in the past years detected brakes sticking, a hot box, or some other trouble, notifying the crew.

"He hears them coming and watches them pass. If everything is all right, he bobbies them. If not, he flags them down. He's been on the job for years," explains Sumrall.

Jimmie has been the recipient of every kind of railroad paraphernalia imaginable during the years. But his proudest possession is a railroad lantern, which he put together from two old ones given him by the railroad men. He now bobbies at night with the best of them.

To house his possessions, he has built in his back yard an office, patterned after a caboose, complete with potbellied stove on which rests the inevitable coffee pot. Railroad instructions, signs, and even pin-up girls give it an authentic flavor. To this collection he recently added a rule book and railroad cap, presented him by Trainmaster Sumrall.

One day last Spring, when he failed to show up for several days, Jimmie was visited by Brakeman F. M. Ainsworth, who brought a nice sport shirt with him from the railroad men. He was not surprised to find that Jimmie had been sick in bed for the days he hadn't been along the right of way at train time.

Jimmie is getting older now. One day before too long, he may be working and unable to see the trains as they go by. But for this contingency, he is prepared, "My little brother is already waving at the trains," he boasted.

"How old is your brother, Jimmie?"

"He was born on May 29."

Jimmie's family is resigned to the railroad enthusiasm of the older son. His father felt a protest only when the engineers "blew so hard for Jimmie, I knew they were going to wake the baby."

But the baby was never bothered by a railroad whistle.

Now, avers Mr. Pyron, "when the lights are not on at the regular time that I am up to get the baby's bottle, they raise the roof to wake me up. I guess they think I've overslept."

Jimmie hopes when he leaves home, it will be to become a fireman. "You have to be that, before you can become an engineer."

His father, who works for a meat packing concern agrees, "Yes, I tried to make a bologna salesman out of him. But all he wants to do is be a railroad man."

Section Lineman On Job

Section Lineman C. S. Sutton, Bogalusa, Louisiana was sitting down on the job at Jackson, Mississippi when his picture was made correcting some communications trouble.
NEWS AT A GLANCE

129,409 FREIGHT CARS ON ORDER

On July 1, 1956, the railroads and the railway-owned subsidiaries had 129,409 freight cars on order and undelivered. This compares with 27,102 on order and undelivered a year earlier, and 13,360 on order and undelivered two years earlier. And statistics show the average freight car today performs twice as much service as it did a generation ago.

CLASS I RAILROADS' INCOME DOWN FOR FIRST SIX MONTHS

Net railway operating income and net income of Class 1 railroads were each down 9.6 percent during the first half of 1956 as compared with the same period of 1955. Operating revenues were up 8.4 percent, but operating expenses and taxes were each up 10.6 percent.

The 1956 railway payroll alone will be in the neighborhood of approximately $13,700,000 a day.

RAILROADS INDISPENSABLE. BUT TRUCKS SKIM OFF CREAM

Recently General James A. Van Fleet who commanded the Eighth Army in Korea said, “Railroads are as much a part of the military strength of the Nation as our Army, Navy, Air Force and Marines... No other form of transportation, nor all other forms combined, could take over the job of the railroads because they lack some of the inherent characteristics on which the military value of railroads is based.”

Yet these indispensable characteristics, such as the ability to handle all types of freight at all times and under all conditions often constitute a hardship.

Take for instance, the big trucks who pick and choose their traffic and are the railroads' most widespread competition. In 1954 they performed 13 percent as many ton-miles as were performed by the railroads, but they received more than one-half as much freight revenue.

UTILITIES COMMISSIONERS REPORT ON MAIL SITUATION

The National Association of Railroad and Utilities Commissioners appointed a Committee to study the railroad passenger deficit problem. Reporting recently they had this to say about the wholesale transfer of mail away from the railroads by the Government: “Our Committee does not hold that the railroads should be arbitrarily given mail contracts in preference to any other form of transportation, but it should be obvious to any one that the long range consequences of diverting the mail from the railroads without adequate justification service-wise or cost-wise is not in the furtherance of the national transportation policy.”

GUARDIANS OF LIFE AND PROPERTY

The annual National Railroad Policy Academy will convene its sixth session in Chicago this month. This is just one of the many activities of the Association of American Railroads in behalf of a modern, efficient transportation agency for the public.

With a record already of 98 percent in the number of convictions of all cases tried in court. The Railroad Protective forces still strive for greater perfection in the guardianship of life and property entrusted to the railroads.
Railroad Hostess Job Packed With Interest
For Tupeloan And Friend

By Udama Sallis, Tupelo Journal

For a job that’s really “on the move” there’s nothing comparable to being a railroad hostess. That is the joint opinion of Misses Sue Thomas and Carolyn Moss, two attractive young ladies who hostess for GM&O.

Their duties range from looking after unaccompanied children to checking on the comforts of large delegations of convention passengers. The variety of new faces, has a fascination all its own. And dealing with the problems of the traveling public is a challenge to the ingenuity of those whose job it is to keep the travelers happy.

Sue is the daughter of Mr. and Mrs. Murphy Thomas, of Tupelo. She has been away from his foster parents in Chicago and hitch-hiked all the way to Los Angeles to see his mother. The mother, either through callousness or unalterable circumstances, had promptly bought a ticket and had the boy put on the train to be returned to Chicago.

On that trip, said Sue, most of her time was devoted to the child. And at almost every stop she recalls getting off to buy candy or comic books, in an attempt to allay the youngster’s utter confusion at trying to figure the “why” of the complications of an adult world.

Carolyn mentioned a three-year-old Korean polio victim who rode her train with a St. Louis resident who planned to adopt the little girl. Although she was paralyzed in the lower part of her body and legs, she laughed and sang in Korean throughout the trip. And Carolyn, who helped dress and care for the child was amazed at the effervescent spirit of the helpless younger.

Miss Moss also remembered an elderly man whose unusual interest in the things around him attracted her attention. Through a conversation with the passenger, she learned that he had been blind since childhood. An operation had partially restored his sight. He had made this trip a number of times, but this was his first time to be able to see any of the activity.

However, there’s a lighter side to the business of being a hostess. They have had such celebrated “funny boys” as Dean Martin and Jerry Lewis as passengers on their train.

Officials of the company are pleasant employers, said Sue and Carolyn. The type and style of uniforms are changed with the GM&O railroad since January. Carolyn is from Knoxville. She has been a hostess 19 months and visited here in the Thomas home during a recent leave.

Sue and Carolyn make hostess stops from St. Louis to Chicago — with an occasional assignment to Mobile. Their headquarters is in St. Louis and they have a room at the Palmer House for Chicago stopovers.

There’s nothing of monotony about being a hostess, said the two girls since every day brings something different and interesting.

These two enthusiastic travel ambassadors declare their work is a lot of fun most of the time. But when asked to relate some of the most interesting incidents that have happened on their runs, both seemed to have been most impressed by those passengers with a touch of pathos connected with their travels.

Sue told of an 11-year-old boy who was the victim of a broken home. He had run

T. V. Sutton Passes

T. V. Sutton, for many years associated with GM&O’s Traffic Department, died in Jackson, Mississippi on Friday, September 7. Mr. Sutton had retired in 1953.

Employed by the former Mobile and Ohio Railroad in 1936 at Meridian, Mississippi as a yard clerk, Mr. Sutton had lived at many points and had many friends among GM&O personnel and shipping interests.

He had served as a freight traffic representative in Atlanta, Pittsburgh, and Kansas City, Missouri. In 1927 he was promoted to commercial agent at Columbus, Mississippi, later being transferred to Meridian in the same capacity.

In 1936 he was appointed southeastern freight agent at Atlanta, Georgia. He was later promoted to district freight agent, solicitation, in Atlanta, where he held until his retirement in September, 1953.

Missouri Agent Retires

Homer L. Pruett, GM&O agent at Higginsville, Missouri since 1937, retired from service of the railroad on August 7 after more than 52 years of railroad employment, 51 of which have been with this or antecedent railroads.

Mr. Pruett began his railroad career with the Santa Fe in Oklahoma in 1904 and moved to Marshall, Missouri in 1905, where he went to work for the former Chicago and Alton Railroad. After serving at various points, he was assigned to Centralia, Missouri in 1910, and remained there for twenty-seven years.

Long active in politics, Mr. Pruett has served as Democratic representative in the state Legislature. He is a member of the Lions Club, the Higginsville Chamber of Commerce and other Higginsville civic organizations.

* * * * 

every six months. And the hostesses busy themselves a lot at keeping informed on current events. Too, there’s the advantage of having access to entertainment centers of the larger cities when there’s “time on your hands” between runs, the girls pointed out.

Qualifications for becoming a railroad hostess are four years of college, a year’s business experience, the desire to travel and a knack for meeting people. Add to this the charming personalities of Miss Thomas and Miss Moss, and there’s no doubt about it, they would be assets to any company, regardless of how competitive the field of travel may be.
Unusual Business Thrives On G.T. Line

C. H. Hughes of Savannah, Tennessee, struck pay dirt back in 1946, while digging for worms. "I got tired of having to dig deep for fish bait in dry weather," explained this ex-showboat musician, "and I fixed me a worm bed. Pretty soon other fishermen wanted to buy worms from me. Now I'm in business."

Gulf Transport Business

Being "in business" in regard to worms means, at the Hughes Worm Ranch, that more than a hundred concrete beds up to twenty feet long and about four feet wide, are filled with that adjunct of every Isaac Walton in the fisherman's paradise around the Tennessee River and Pickwick Dam — vigorous wigglers. It also entails a thriving shipping business of worm feed to other worm growers throughout the country, and daily shipments of about 100,000 worms to fishermen throughout the United States, Canada, and even Iceland. Much of this, according to Hughes, starts out by Gulf Transport Co., G&M&O's highway subsidiary.

So lucrative has the worm business become in the Savannah area that there are about a dozen other ranches in business, and a local radio station has been dubbed WORM.

It all got started in 1940, said Hughes, when "I built a small wooden box about three feet long, two feet wide and three feet deep. After tacking some fine screen wire on the bottom, I proceeded to fill the box with rich soil from our old barnyard including old corn cobs, shucks and fertilizer. Whatever worms there were in the soil I dug up and placed in the box. Next I placed some boards over the top of the soil, as I've seen from experience how worms like to come up to the surface of the ground and lie under an old board."

His private worm bed proved so popular with neighbors and tourists that he expanded gradually into his present worm ranch which he advertises as the world's largest.

The Hughes Worm Ranch has developed somewhat along the lines of the original bed, with improvements. The wooden box has been superceded by concrete bins of varying lengths, and the bed filler has become a standardized formula. The boards over the beds have been lifted to form a sort of slat-house roof for convenience, with the overall appearance being that of a nursery with no flowers. "Worms," says Hughes, "have a growth period similar to that of chickens. A worm lays one egg a week. The egg has an incubation period of about three weeks, when from three to six worms hatch out. It then takes about four months with good care for the worm to reach maturity. The size of the worm," he points out, "depends on the care it gets." For husky wigglers, he recommends their vitamin-enriched feed, which has a corn and cotton seed meal base.

Shipped In Containers

Worms are shipped in ice cream containers, — one thousand to a gallon, one hundred to a pint — packed in damp peat moss. The containers have perforated tops, and in them, the worms will live for a week or two. A large sign in the Ranch offers the rather dubious suggestion: "Ship your friends at home a hundred worms."

The cost of the hundred worms depends on the variety. Just ordinary red fishing worms sell for $3.50 per thousand, but then one can branch out into the orchid of the worm business and buy the blue African Giants for $12 per thousand. The Giants grow ten to twelve inches long, but don't stand the heat or cold as well as the reds.

Mr. Hughes reports that most of his customers have been satisfied. There was one man, however, who received by mistake a gallon of Hughes worms when he had ordered from somewhere else a gallon of honey. Along the line somewhere, labels were switched. Hughes is still a little hurt at the dim view the honey customer took of his "luscious fat worms."

With the growth of the worm business, the ex-musician has just about given up the entertainment field. It's a nice quiet life, raising worms. "And in the winter time, I just cover my beds and head for Florida."

Edward Terrell has been at Hughes Worm Ranch most of the time since its beginning. He is one of the fourteen employees of the business, ten of whom are known as "worm diggers." Terrell is dropping a handful of soil loaded with worms which he picked up from a worm bed.

DECEASED

Mobile, Alabama — On August 31, Miss Margie Fisher of the Transportation Department was married to Ronald M. Hester of Monrovia, California, who is currently in the U. S. Navy. After a few weeks honeymoon in California, Mrs. Hester will return to work with G&M&O while her husband completes his tour of duty with the Navy.

Bloomington, Illinois — Roger Dean Elliott weighed in at eight pounds, two ounces on August 28. It was appropriate that his arrival notices showed a railroad train piloting a baby boy, for Roger is the son of Fireman Dean Elliott of Bloomington and mom is remembered as the attractive former Dorothy Williams who was secretary to Assistant General Passenger Agent Neil Sounders at Springfield.

Mobile, Alabama — In the Freight Receipts Department, the J. W. Hunters are celebrating the arrival of Lynelle Marie, born August 3.

Mobile, Alabama — The new minister of the Saraland St. Luke Methodist Church is a native Mobilian, and veteran of railroad service. Rev. John T. Parker, who received his divinity degree from Emory University this month before his new appointment, will be remembered by many members of the Accounting Department of G&M&O as one of their fellow employees for several years after his graduation from high school, and before his decision to enter the ministry.

Mobile, Alabama — Miss Frances Egman, Disbursements Department, was married August 4 to Mr. Louis Anthone. They honeymooned in Nassau.
Operator N. A. McFarland, Rusko Jet., Mississippi, was commended for his excellent work when he substituted as agent at Selmer, leaving work and accounts in good condition, in spite of his short experience.

Carman Helper J. H. Price, Tuscaloosa, Alabama, discovered a broken flange on a car, and reported it for repair.

H. W. Chapman, Roodhouse, Illinois, was head brakeman on Train 94 out of Roodhouse, and before leaving the yards, noticed a steer in one of the cars with a log sticking through the side of the cattle car. Mr. Chapman, with the aid of Fireman L. A. Million, succeeded in getting this steer back on its feet before it was injured thereby saving a freight claim to the company.

For attentiveness to duty and service of unusual merit, the following men were commended during the month:

Engineer Z. Todd, Slater, Mo.
Relief Section Foreman C. E. Lewis, Henderson, Tenn.
Section Laborer C. Longdon, Clark, Mo.
Section Foreman A. E. Lewis, Henderson, Tenn.
Operator J. P. Null, Mexico, Mo.
Section Laborer Hugh Cobb, Union City, Tenn.
Agent H. B. Mount, Henderson, Tenn.
Operator J. E. McClendon, Henderson, Tenn.
Agent L. W. Peeples, Oak Grove, Mo.
Telegraph Operator B. R. Taylor, N. Cairo, Ill.
Brakeman K. L. Jackson, Slater, Mo.
Conductor A. Ramsey, Slater, Mo.
Signal Maintainer J. Irwin, Springfield, Ill.
Operator-Clerk J. L. Roberson, Houston, Miss.
Engineer C. J. Fant, Slater, Mo.
Engineer W. J. Haines, Slater, Mo.
Operator L. A. Wollenman, Higginsville, Mo.
Brakeman K. M. Ackelberry, Slater, Mo.
Operator W. F. Thibking, Chenoa, Ill.
Conductor T. H. Treadway, Meridian, Miss.

Brakeman W. H. Murray, Meridian, Miss.
Brakeman F. A. James, Meridian, Miss.
Brakeman H. K. Boyd, Meridian, Miss.
Operator R. L. Eldredge, Lincoln, Ill.
Conductor T. W. Grotjan, Slater, Mo.

Engineer N. W. Thomas and Fireman A. L. Shoe, Jackson, Tennessee, were commended by Supt. W. R. Moore for their good judgment and extra effort in taking their disabled train into Jackson terminal without reducing it and without damage to engine.

Agent-Operator A. P. Howell, Shubuta, Mississippi, was observing the North Local as it passed his station when he discovered a bad order car with a penalty defect, and wired the chief dispatcher to have it checked on arrival at Meridian.

For discovering ties on fire in track south of iron bridge at Tupelo, Mississippi, and stopping to extinguish the fire, Engineer B. F. Johnson, Fireman N. J. Park-er and Switchman J. R. Rappe, all of Tupelo, were commended by Supt. For-

lines.

Switchman Robert Watkins, Tupelo, Mississippi, was commended by Supt. For-

lines for discovering a car with six inches of flange gone when received from an-
other railroad.

Third Trick Bridge Tender C. Dillender, Louisiana, Missouri, discovered a rod hanging down on a car as Train 94 passed over the Mississippi River Bridge at Louis-
iana, Missouri, and notified the conductor so that the train could be stopped and repairs made.

<table>
<thead>
<tr>
<th>OUR FREIGHT BUSINESS</th>
<th>1955</th>
<th>1956</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue, Car Loads Billed And Received On GM&amp;O</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JAN</td>
<td>46,105</td>
<td>50,815</td>
</tr>
<tr>
<td>FEB</td>
<td>46,154</td>
<td>50,345</td>
</tr>
<tr>
<td>MAR</td>
<td>55,835</td>
<td>52,637</td>
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<tr>
<td>APR</td>
<td>55,709</td>
<td>51,879</td>
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<tr>
<td>MAY</td>
<td>52,205</td>
<td>50,998</td>
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<tr>
<td>JUNE</td>
<td>49,427</td>
<td>48,745</td>
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<tr>
<td>JULY</td>
<td>47,904</td>
<td>49,208</td>
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<tr>
<td>AUG</td>
<td>51,989</td>
<td>54,528</td>
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<tr>
<td>SEPT</td>
<td>51,305</td>
<td></td>
</tr>
<tr>
<td>OCT</td>
<td>55,815</td>
<td></td>
</tr>
<tr>
<td>NOV</td>
<td>53,161</td>
<td></td>
</tr>
<tr>
<td>DEC</td>
<td>50,581</td>
<td></td>
</tr>
</tbody>
</table>

Comparison of the first 8 months of the year..........

| 1955 | 408,768 |
| 1956 | 440,724 |